

PRICE, \$2 PER MONTH

To-day's Advertisements

MEMOS. FOR TO-MORROW

Auctions.
Noon.—Auction of Persian Opium
Means R. N. Mehta & Co.'s godown
No. 68, High Wycombe Road.
2 p.m.—Auction of Surplus Drap-
Goods at Mr G. R. Lammers's.
Amusements.
9 p.m.—Performance at the City Hall
9 p.m.—Ohiarian's Royal Italian Circus
and Menagerie.
Miscellaneous.
Transfer Books of The Steam Lau-
Co., Limited, closed from this day
to the 20th Instant, inclusive.

**WE HAVE RECEIVED
FURTHER SUPPLIES**

VANILLA PRALINES,
 BUTTER SCOTCH,
 EVERTON TOFF
 MUSCATELS,
 FIGS, JORDAN ALMON
 CHOCOLATE,
 CHOCOLATE CREMES,
 CHOCOLATE MENT
 FRENCH, ENGLISH AND AMERICAN
 S W E E T S .
 RIMMELS, FLORAL & ROSE WAT
 CRACKERS, &c., &c.
A. S. WATSON & Co., L.
HONGKONG DISPENSARY.
 December 4th, 1888.

The publication of this issue comm
 at 8.45 p.m.

The China Mail.

 HONGKONG, FRIDAY, DECEMBER 14, 1
TELEGRAMS.

LONDON, 12th December, 1914.

NEW RUSSIAN LOAN.

A new Russian loan has been floated in Paris which was twice covered by subscriptions. Little was applied for from the Colonies.

(Havas Telegrams.)

FRENCH APPOINTMENTS.

PARYS, 4th.

Patenotre has been appointed Minister of France in Morocco.

PARYS, 5th.

Rear-Admiral de la Jolile has been appointed to the command of the French Division and the naval forces of China.

WILSON TO BE PROSECUTED.

LOCAL AND GENERAL

PASSED SUZU CANAL.

OUTWARD BOUND.—*Cassidy*, E., No. 30; *Diamond*, Nov. 16; *Bengalee*, Dec. 3; *Ozru*, *Tademashu*, *Glenora*, *Benlawyer*, *Glenavon*, *Glenyern*, *Donner*, Dec. 4; *Hesperia*, 7; *Melbourne*, 11.

HOMEWARD BOUND.—*Moray*, Oct. 29; *Spiridry*, Nov. 27; *Talamo* *Glimorganshire*, *Glenecio* (1), *Glenningchore*, Dec. 4; *Lydian*, *Yamflet*, 7.

The P. M. Co.'s steamer *City of* with the AMERICAN MAIL left Yokohama on Wednesday 18th inst. at daylight, and is expected here on or about the 13th inst.

The steamship *Ozrus*, with the MAIL of November 17th, left the

dispatched from Hongkong on the 4th.

The *s. s. Propontis*, from Cape T. Mauritius, left Singapore on for Hongkong, and may be expected here on or about the 14th inst.

The *steamer Antioch* left Kobe for Hongkong on the 10th, and may be expected on or about the 14th inst.

The China Shippers Mutual S. S. steamer *Chien*, from the Coast of Liverpool, left Singapore on instant, and may be expected or expected here on or about the 16th inst.

The D. D. R. steamer *Polyphmatia*, from Singapore for the Coast of Liverpool, left Singapore on instant, and may be expected or expected here on or about the 16th inst.

The Canadian Pacific Co.'s steamer *Albatross*, from Vancouver, left Hongkong on the 4th inst.

A CENSUS has been taken of the population of Haiphong. The number of Europeans is 510, of which

A CHINESEMAN, in the employ of a contractor, met his death by an accident which occurred at 'Woodland' on Monday morning. The house is at present in process of being taken down and the fatality was caused by a beam of the wall suddenly giving way. The man was then dead crushed beneath the stones and died instantaneously.

1

There will be Polo to-morrow afternoon at 4 sharp, a return match between Military and Civilian. There was a pick up game on Wednesday last—sides were Capt. Des Vaux, Mr. Armstrong and Mr. Whitehead, against Major Churchill, Lieut. Pedlar and Colonel and Mr. Gray. In the first round each side scored one goal, the play being fairly fast and showing improvement all round. Major Churchill's team scored one goal in the second round, more or less in the dark. It is desirable that play should begin not later than four o'clock.

Mr. F. W. Cross, Manager of the Hongkong and China Gas Company, has kindly informed us that he received a telegram yesterday from the London office of the Company stating that the Board of Directors agreed to the proposal to lay gas mains to the Peak. This enterprise on the part of the Company is highly commendable, for they have come to the decision, notwithstanding that the Government do not see their way just at present to go in for the public lighting of the district, probably on account of the fact that a lighting rate on the present assessment would not cover the cost. In time, however, the Government will doubtless agree to the lighting of the district, but meantime the outlay in capital will be so large that upon the most sanguine estimate the Company do not expect the thing to pay for two or three years to come. The first instalment of mains will be about 24 miles, to light about 14 houses for which orders have been already received, and for which the pipes have been in hand for the last month or so. The work of laying the mains will begin about the end of this month and will be finished, it is expected, about the month of April.

ALTHOUGH there was a fairly good audience at the Theatre Royal last night, when the performance was for the benefit of Mr. and Mrs. Fisher, the house was not so well filled as it should have been. No doubt the disagreeable weather accounted for most of the empty seats, nearly all of which had been booked beforehand. The programme was what in the language of the Circus poster would be called varied and attractive, and both beneficiaries had plenty of work. Their efforts met with all the hearty approval which these two capable artists have invariably been accorded here. Mr. Fisher's rendering of several well-known songs in "The Waterman" was excellent. "The Jolly Young Waterman" and "The Anchor's Weighed," being particularly well received. In the first of "The Waterman," Richard Dandies, he appeared in one of his happiest impersonations, and his opening song and dance were, as usual, enthusiastically applauded. Equally successful was Mrs. Fisher (Miss F. Morrison) as Mad Margaret, her singing and acting being all admirable. The other parts were well sustained—Miss Maude Hare as Rose Maybud, Mr. Sheridan as Robin Oakapple and Mr. Sutch as the Baronet giving capital support. "Trial by Jury," which formed the concluding portion of the programme, was given for the first time by the company last night, and was highly successful. Mr. and Mrs. Fisher gave a very satisfactory account of the parts of Defendant and Plaintiff respectively; Mr. Inano was an awe-inspiring "Jury," and Mr. Phil Ray distinguished himself as the "Jury." The "Ticket-of-Leave" Man is underlined for Saturday evening.

The management of railways in North Formosa, which was vested in a private company, is about to revert to the Government; the company have notified the Governor Liu Ming-chuan that their pecuniary position does not warrant their continuing the management.

The telegraph wire from Chung-hwa to Tai-pai, North Formosa, which was cut and removed during the recent troubles, is to be repaired at once, and Mr. Assistant Magistrate Liu Chung-len has been appointed to superintend the laying of the new wire.

THE SHIP has a full report of an indignation meeting of Chinese at Honolulu, on the 30th August. They assembled at 7 p.m. in the Puking Theatre to the number of 3000 or 4000. Mr. Wong Chin was called to the chair. There were Europeans present, but none of them seem to have spoken. More than a dozen Chinese made speeches. There was perfect unanimity as to their determination not to submit quietly to the oppressive legislation of the Hawaiian Government. One speaker, Tan Toa took very high ground and threatened Hawaii with an invasion of a Chinese fleet. Others denounced the treatment they were receiving as undignified. Some of the speakers were men of wealth; and it was resolved to raise a fund to meet the expenses of future measures to be taken. They will first try every means in their power to induce the Government to revoke the obnoxious law; but failing that they will claim the protection of China. The blame was all laid on the European working class.

VICTORIA REGATTA.

THIRTY-THIRD MEETING.

Patron.—His Excellency Sir G. William Des Vaux, K.C.M.G.
Vice-Patrons.—His Excellency Lieut. General Cameron, C.B.; Commodore Maxwell, R.N., &c.
Stewards.—Colonel Anderson, Northamptonshire Regt.; Honorable J. Bell-Venue, Colonel Craster, R.A.; Honorable W. M. Deane, W. H. Forbes, Esq., D. Graham, Esq., T. Jackson, Esq., Honorable B. Layton, Captain May, Esq., St. O. Michaelson, Esq., Commander Smythies, R.N.; Colonel Storey, R.E.; H. E. Woodhouse, Esq., &c., &c.; E. L. Woodin, Esq.
Committee.—E. J. H. Tapp, Esq., (Chairman); A. Denison, Esq.; Major Ellis, E. Friedricks, Esq.; F. Grimble, Esq.; F. Koch, Esq.; J. Sampson, Esq.; O. H. Thompson, Esq.
Hon. Secretary.—J. H. Stewart-Lochhart, Esq.
Hon. Treasurer.—R. T. Wright, Esq.
Judge of the Regatta.—Commodore Anderson, R.N.; and R. K. Light, Esq.
Umpires and Starters.—Rowing—Sharter, J. Andrew, Esq.; Umpire—E. L. Woodin, Esq.; Yachting—G. U. Anderson, Esq.; Open Sailing Boats—E. Burnie, Esq.
Judge of the Sailing Races.—Lieut. Ball, R.N.

Friday, December 14th, 1898.
SECOND DAY.
The weather to-day was an agreeable contrast to that of yesterday. Early in the

morning the sun broke through the clouds and the mists disappeared; and throughout the day the weather remained fine and warm,—in fact all that could be desired for the Regatta. In consequence of this improvement the turnout on the flagships was much larger, while the number of launches plying about the course was greatly increased. The water was smoother to-day, although there was a little more swell.

The races began well. The first one for gigs manned by soldiers was very keenly contested by two of the boats, the winner only coming in a quarter of a length ahead. The Cambridge well deserved the victory, for it had to contend against disadvantageous circumstances and won in spite of them.

The International race was rather a disappointment to those who had, after yesterday's experience, pinned their faith to the Scotch crew. The change made in the composition of the English crew left the issue almost out of doubt from the first. Metcalfe was too heavy for the boat yesterday, and the substitution of Hayllar, lightning the boat three stones, was a great gain to the English, who had the first place from the first, and again carried off the prize. The Scotch crew had a rather bad start. The gun failed to go off, and they did not answer at once when the shout was made. The English crew, on the contrary, had a little way on when the call was made, and shot ahead at once. From the apparent ease, however, with which Ellis' crew moved along from first to last, we fear the Scotch crew, even if they had the advantage of starting, would not have proved a match for the English. As it was, the race could not be called an exciting one, for the Scotch never got nearer than a length's distance to the other boat. The result was generally popular, except with those who had been betting on the Scotch. Major Ellis had not his usual luck yesterday, and people generally were pleased to see him come in ahead at the International.

The Danish Cup was a splendid race between Lockhart's and Lamont's crew, the former winning by less than a length. Lamont's stroke might have been improved, but otherwise the crew rowed and came up in fine style at the end, although they failed to get ahead. A great and altogether unnecessary delay occurred between the 5th and 6th races, which made the events rather after an hour late, so that the finish did not occur till it was dark. Fortunately the night was clear and not much inconvenience was caused thereby. Hickley's naval crew had two good wins. They carried off the Club Fours almost without an effort, and the Garrison Cup they won in fine style, leaving Lockhart's crew two and a half lengths behind. The last race of all was run in the dark. It was a very exciting one at the elbow, and was interesting as somewhat of a novel innovation. Lockhart's crew for more than three fourths of the course had the race all their own way, but Ellis made a splendid spurt at the finish, and almost won the prize. In fact it was very difficult to say who had the advantage, but we believe it lay with Lockhart, who was a little more than half a length ahead.

The course was somewhat clearer to-day, more by accident, we suppose, than anything else, for it did not seem to be much looked after. There is said to have been some suspicious misunderstanding between the Harbour Master's Department and the Police about the keeping of the course, the latter stating that as the requisite notice was not given to the boating population about the course having to be kept clear, they could not interfere: whether this is so or not, we think at least the police might have done more than they did.

1ST RACE.—12.30 P.M.—FOR GIGS pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. The boats to be approved by the Committee. Winning Boat, Race No. 2 First Day must change two of H.M.'s crew before it can be allowed to start. Distance, One Mile. Entrance, 81. First Prize, 15; Second, 5.

Royal Engineers' Cambridge.
Royal Artillery's Unique.
Royal Dragoon's Gunner.
There being no race for senior sculls the ball opened to-day with the race for gigs, which proved a most interesting event and resulted in a very popular win for the Royal Engineers' six-oared boat Cambridge. The three boats got away fairly even although somewhat too close together. They kept pretty well in line for about half the course, when the Gunner which had the middle position began to draw ahead slightly, the other two keeping in line behind her. This position was only maintained for a short distance however, and it became evident that the Cambridge, whose crew were pulling boat together, would give the leading boat hard work. Although greatly hampered by the Gunner, the Cambridge crew began to show their mettle and a most exciting struggle ensued between them; but by this time being practically out of the race. When three quarters of the course had been rowed the two boats were level and both crews doing their utmost. They kept in this position until close on the flagpole, when the Cambridge amid great cheering gradually drew ahead and finished a quarter of a length in front of the Gunner. Time 8.16.

2ND RACE.—1 P.M.—INTERNATIONAL RACE. CHALLENGER, Cam. For Royal Dragoon's. Distance, One Mile. This Cup to be won two consecutive years before being finally held. Distance, One Mile. Entrance, 10.

(Scotch.)
Station No. 1.—Black and Red Sash.—
Bow, W. B. Shepherd, 10st. 0lbs.
No. 2, G. Bramwell, 12st. 0lbs.
No. 3, P. E. Hayllar, 11st. 2lbs.
Stroke, Major Ellis, 12st. 0lbs.
Cox, J. T. Tighe, 6st. 0lbs.

(Scotch.)
Station No. 2.—White with a Thistle.
Bow, E. B. Oshorne, 10st. 0lbs.
No. 2, E. Travers, 10st. 10lbs.
No. 3, J. Little, 11st. 0lbs.
Stroke, G. C. Rochford, 11st. 2lbs.
Cox, G. A. White, 6st. 2lbs.

(Scotch.)
Station No. 3.—White and Green.
Bow, E. B. Oshorne, 10st. 0lbs.
No. 2, E. Travers, 10st. 10lbs.
No. 3, J. Little, 11st. 0lbs.
Stroke, G. C. Rochford, 11st. 2lbs.
Cox, G. A. White, 6st. 2lbs.

The change of Hayllar for Metcalfe, whose weight was rather too much for the English crew yesterday, gave that crew a far better chance to win the International. A fair start was made, the English if anything, having the advantage. The Scotch had the inner course and were altered very well, but it was not the best course, as they had to make a slight detour to clear the jostle. The English had a straight course to the close, but the Cox made the boat wriggle a good deal and lost a little ground in this way. The English crew, however, had the race in hand from the first. Before a quarter of the course had been covered they were a length ahead, and they practically kept this distance in front all the way. The crew pulled very well together, a beautiful stroke, and seemed to take the work very easily. The Irish were practically out of the race from the first. As the first pier was reached the Scotch seemed likely to make up with their rivals, more especially as the latter were being stored a little too far from the shore. However the Scotch, despite their efforts, could not catch up the English crew. At the close they made a spurt, but they appeared more exhausted than their opponents, for the English answered the challenge, and came in, in fine style, a length ahead.—Time 7.24.

English Crew, 1
Scotch Do, 2
Irish, 0

3RD RACE.—3 P.M.—FOR MEN-OF-WAR'S CREWS. Distance, One Mile. Entrance, \$10. No. 1 First Prize, 82; Second, \$10. No. 2 First Prize, 82; Second, \$10. No. 3 First Prize, 82; Second, \$10. No. 4 First Prize, 82; Second, \$10. No. 5 First Prize, 82; Second, \$10. No. 6 First Prize, 82; Second, \$10. No. 7 First Prize, 82; Second, \$10. No. 8 First Prize, 82; Second, \$10. No. 9 First Prize, 82; Second, \$10. No. 10 First Prize, 82; Second, \$10. No. 11 First Prize, 82; Second, \$10. No. 12 First Prize, 82; Second, \$10. No. 13 First Prize, 82; Second, \$10. No. 14 First Prize, 82; Second, \$10. No. 15 First Prize, 82; Second, \$10. No. 16 First Prize, 82; Second, \$10. No. 17 First Prize, 82; Second, \$10. No. 18 First Prize, 82; Second, \$10. No. 19 First Prize, 82; Second, \$10. No. 20 First Prize, 82; Second, \$10. No. 21 First Prize, 82; Second, \$10. No. 22 First Prize, 82; Second, \$10. No. 23 First Prize, 82; Second, \$10. No. 24 First Prize, 82; Second, \$10. 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No. 278 First Prize, 82; Second, \$10. No. 279 First Prize, 82; Second, \$10. No. 280 First Prize, 82; Second, \$10. No. 281 First Prize, 82; Second, \$10. No. 282 First Prize, 82; Second, \$10. No. 283 First Prize, 82; Second, \$10. No. 284 First Prize, 82; Second, \$10. No. 285 First Prize, 82; Second, \$10. No. 286 First Prize, 82; Second, \$10. No. 287 First Prize, 82; Second, \$10. No. 288 First Prize, 82; Second, \$10. No. 289 First Prize, 82; Second, \$10. No. 290 First Prize, 82; Second, \$10. No. 291 First Prize, 82; Second, \$10. No. 292 First Prize, 82; Second, \$10. No. 293 First Prize, 82; Second, \$10. No. 294 First Prize, 82; Second, \$10. No. 295 First Prize, 82; Second, \$10. No. 296 First Prize, 82; Second, \$10. No. 297 First Prize, 82; Second, \$10. No. 298 First Prize, 82; Second, \$10. No. 299 First Prize, 82; Second, \$10. No. 300 First Prize, 82; Second, \$10. No. 301 First Prize, 82; Second, \$10. No. 302 First Prize, 82; Second, \$10. No. 303 First Prize, 82; Second, \$10. No. 304 First Prize, 82; Second, \$10. No. 305 First Prize, 82; Second, \$10. No. 306 First Prize, 82; Second, \$10. No. 307 First Prize, 82; Second, \$10. No. 308 First Prize, 82; Second, \$10. No. 309 First Prize, 82; Second, \$10. No. 310 First Prize, 82; Second, \$10. No. 311 First Prize, 82; Second, \$10. No. 312 First Prize, 82; Second, \$10. No. 313 First Prize, 82; Second, \$10. No. 314 First Prize, 82; Second, \$10. No. 315 First Prize, 82; Second, \$10. No. 316 First Prize, 82; Second, \$10. No. 317 First Prize, 82; Second, \$10. No. 318 First Prize, 82; Second, \$10. No. 319 First Prize, 82; Second, \$10. No. 320 First Prize, 82; Second, \$10. No. 321 First Prize, 82; Second, \$10. No. 322 First Prize, 82; Second, \$10. No. 323 First Prize, 82; Second, \$10. No. 324 First Prize, 82; Second, \$10. No. 325 First Prize, 82; Second, \$10. No. 326 First Prize, 82; Second, \$10. No. 327 First Prize, 82; Second, \$10. 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No. 353 First Prize, 82; Second, \$10. No. 354 First Prize, 82; Second, \$10. No. 355 First Prize, 82; Second, \$10. No. 356 First Prize, 82; Second, \$10. No. 357 First Prize, 82; Second, \$10. No. 358 First Prize, 82; Second, \$10. No. 359 First Prize, 82; Second, \$10. No. 360 First Prize, 82; Second, \$10. No. 361 First Prize, 82; Second, \$10. No. 362 First Prize, 82; Second, \$10. No. 363 First Prize, 82; Second, \$10. No. 364 First Prize, 82; Second, \$10. No. 365 First Prize, 82; Second, \$10. No. 366 First Prize, 82; Second, \$10. No. 367 First Prize, 82; Second, \$10. No. 368 First Prize, 82; Second, \$10. No. 369 First Prize, 82; Second, \$10. No. 370 First Prize, 82; Second, \$10. No. 371 First Prize, 82; Second, \$10. No. 372 First Prize, 82; Second, \$10. No. 373 First Prize, 82; Second, \$10. No. 374 First Prize, 82; Second, \$10. No. 375 First Prize, 82; Second, \$10. No. 376 First Prize, 82; Second, \$10. No. 377 First Prize, 82; Second, \$10. No. 378 First Prize, 82; Second, \$10. No. 379 First Prize, 82; Second, \$10. No. 380 First Prize, 82; Second, \$10. No. 381 First Prize, 82; Second, \$10. No. 382 First Prize, 82; Second, \$10. No. 383 First Prize, 82; Second, \$10. No. 384 First Prize, 82; Second, \$10. No. 385 First Prize, 82; Second, \$10. No. 386 First Prize, 82; Second, \$10. No. 387 First Prize, 82; Second, \$10. No. 388 First Prize, 82; Second, \$10. No. 389 First Prize, 82; Second, \$10. No. 390 First Prize, 82; Second, \$10. No. 391 First Prize, 82; Second, \$10. No. 392 First Prize, 82; Second, \$10. No. 393 First Prize, 82; Second, \$10. No. 394 First Prize, 82; Second, \$10. No. 395 First Prize, 82; Second, \$10. No. 396 First Prize, 82; Second, \$10. No. 397 First Prize, 82; Second, \$10. No. 398 First Prize, 82; Second, \$10. No. 399 First Prize, 82; Second, \$10. No. 400 First Prize, 82; Second, \$10. No. 401 First Prize, 82; Second, \$10. No. 402 First Prize, 82; Second, \$10. No. 403 First Prize, 82; Second, \$10. No. 404 First Prize, 82; Second, \$10. No. 405 First Prize, 82; Second, \$10. No. 406 First Prize, 82; Second, \$10. No. 407 First Prize, 82; Second, \$10. No. 408 First Prize, 82; Second, \$10. No. 409 First Prize, 82; Second, \$10. No. 410 First Prize, 82; Second, \$10. No. 411 First Prize, 82; Second, \$10. No. 412 First Prize, 82; Second, \$10. No. 413 First Prize, 82; Second, \$10. No. 414 First Prize, 82; Second, \$10. No. 415 First Prize, 82; Second, \$10. No. 416 First Prize, 82; Second, \$10. No. 417 First Prize, 82; Second, \$10. No. 418 First Prize, 82; Second, \$10. No. 419 First Prize, 82; Second, \$10. No. 420 First Prize, 82; Second, \$10. No. 421 First Prize, 82; Second, \$10. No. 422 First Prize, 82; Second, \$10. No. 423 First Prize, 82; Second, \$10. No. 424 First Prize, 82; Second, \$10. No. 425 First Prize, 82; Second, \$10. No. 426 First Prize, 82; Second, \$10. No. 427 First Prize, 82; Second, \$10. No. 428 First Prize, 82; Second, \$10. No. 429 First Prize, 82; Second, \$10. No. 430 First Prize, 82; Second, \$10. No. 431 First Prize, 82; Second, \$10. No.

Intimations.

NOTICE.

JEE'S SANITARY COMPOUNDS
COMPANY, LIMITED.

THE Undersigned have This Day been appointed SOLE AGENTS for the Sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit Purchasers, at Prices Extra special terms for Shipping and large orders.

W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, October 1, 1888. 1692

MOORE'S GOGO SHAMPOO
WASH.

THIS WASH HAS PROVED ITSELF TO BE THE BEST PREPARATION EVER PRESENTED TO THE PUBLIC.

THE Basis of this compound is made of Gogo Root. The natives of the Philippine Islands never use anything else for washing their hair; you never see them bald, and it is quite common to see the females with hair from 5 to 6 feet long. By using this SHAMPOO WASH as directed, you will never be bald. The Proprietor offers the Wash to the public, being entirely confident that by its restorative properties it will surely arrest decaying hair, completely eradicate scurf, dandruff, and cure all diseases of the scalp; it does not contain any poisonous drugs, but, by its cooling properties, always the itching and fever of the scalp. Mr. Moore has succeeded in being able to put this Wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

CAMPBELL, MOORE & Co., Ltd.,
Under Hongkong Hotel.

Hongkong, May 17, 1888. 810

LES DAT QUI VITO DAT.

SOLDIERS AND SAILORS
FAMILIES'
ASSOCIATION.

FOR AIDING THE WIVES AND FAMILIES OF
MEN OF ALL BRANCHES OF THE
LAND AND SEA FORCES OF
THE UNITED KINGDOM.

Patron:
HER MAJESTY THE QUEEN

President:
H. R. H. THE PRINCESS OF WALES.

A BRANCH of this most useful and beneficent Association, now so widely extended over England and India, has been started in this Military command, under the name of THE HONGKONG AND STRAITS SETTLEMENTS SOLDIERS AND SAILORS FAMILIES' ASSOCIATION.

It is formed for the purpose of aiding the Wives and Families of men of all branches of H. M. Forces now serving or who shall hereafter serve in Hongkong or in the Straits Settlements, and of co-operating generally with the Parent Association in England, by collecting funds and furnishing information about the families of soldiers and sailors serving here, who may need assistance at home.

The Association in Hongkong is under the management of a General Committee consisting of—

Mrs. CAMERON, President.
Mrs. MAXWELL, Vice-President.
Mrs. BELL-IRVING, Vice-President.
Mrs. BURTON, Secretary.
Mrs. CHARTER, Treasurer.
Mrs. MAXWELL, Vice-President.
Mrs. NORRIS, Vice-President.

With Mr. THOMAS JACKSON as Treasurer, and the undersigned as Honorary Secretary.

The following extract from the Rules is published for general information:—

5.—Any person being a member of the General or of any branch Committee or being an annual subscriber of not less than five dollars to the funds shall be a member of the Association.

6.—Any donor of not less than Fifty dollars and any person who shall have collected and paid to the funds of the Association a sum of not less than Three hundred dollars shall be a Life Member.

7.—Every Regiment or Ship which shall contribute a sum of not less than fifty dollars, and every Incumbent who may grant the use of his pulpit for a Sermon in aid of the Association, and from whom a like sum of not less than fifty dollars be received shall also be Members of the Association.

8.—Every Member of the Association shall have one vote at the Annual or any Special Meeting of the Association. A Regiment may vote by its Colonel and a Ship by its Captain or other Commanding Officer; or in either case by any Commissioned Officer in Her Majesty's Army or Navy, nominated in writing for the Regiment or Ship by the Colonel, Captain or other Commanding Officer.

9.—All annual subscriptions to the Association shall become due on the 1st day of January in each year, and shall be paid to the Treasurer or the Bankers of the Association; Members joining the Association after the 30th of September shall be considered as becoming subscribers from the 1st day of January following.

Life Members.

Lieutenant General CAMERON, C.B.
The Northamptonshire Regiment.
Major CHURCHILL, Notts. Regiment.
No. 5 BATTERY, 1st Brig. E. Div., R.A.
No. 7 " 1st Brig. W. " "
Mrs. GRANVILLE SHARP.
Honorable B. LAYTON.
THOMAS JACKSON, Esq., Treasurer.
Honorable C. P. CRATER.
H. N. MOBY.
Honorable J. BELL-IRVING.
R. BELLIOS, Esq.
E. MACKINTOSH, Esq.
J. HOLLIDAY, Esq.
Honorable P. RYAN.
J. J. FRANCIS, Esq., Q.C.
Honorable F. STEWART.
G. E. NORRIS, Esq.
GERALD BRADY, Esq.
W. G. BRODIE, Esq.

Copies of the Rules may be had on application to the Undersigned.
Subscriptions and Donations are earnestly requested.

For the GENERAL COMMITTEE,
JNO. J. FRANCIS,
Hon. Secretary.

Hongkong, November 14, 1888. 1916

A RAMBLE THROUGH SOUTHERN
FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the *China Review*, contains one of the best Sketches of Formosa Life yet written. A few roughly-etched Woodcuts are included in the pamphlet.

May be had—Price, 3s.—at Messrs. LANE, OXFORD & Co., and Messrs. KELLY & WALSH, LIMITED, Hongkong; also, Mr. N. MOORE, Amoy.

Hongkong, March 3, 1888. 968

Mails.



STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MARSEILLES, MALTA,
GIBRALTAR, BRINDISI, PLYMOUTH,
AND LONDON;
ALSO,
BOMBAY, CALCUTTA AND
AUSTRALIA.

N.H.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSTAN, GULF PORTS, MARSEILLES, THIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *CLYDE*, Captain W. W. MURPHY, with Her Majesty's Mails, will be despatched from this for LONDON, via BOMBAY and SUEZ CANAL on WEDNESDAY, 10th December, at Noon.

Cargo will be received on board until 4 p.m. on the day before sailing. Passengers and Specie (Gold) at the Office until 4 p.m. on the day before sailing. Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route and Colombo.

For further Particulars regarding FREIGHT AND PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent,
P. & O. S. N. Co.'s Office,
Hongkong, December 6, 1888. 2092

Occidental and Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship *ARABIC* will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 19th December, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan (via).

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return ... 350.00
To Liverpool ... 325.00
To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Cargo Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central, Hongkong.

O. D. HARMAN,
Agent.

Hongkong, November 28, 1888. 2001

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMER & HAMBURG,
PORTS IN THE LEVANTE, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 23rd day of December, 1888, at 10 a.m., the Company's Steamship *PREUSSEN*, Capt. O. F. FRIEDRICH, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 22nd December. (Parcels are not to be sent on board; they must be left at the Agent's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to
MELOERS & Co.,
Agents.

Hongkong, November 24, 1888. 1983

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF SYDNEY* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 20th Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return ... 350.00
To Liverpool ... 325.00
To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Cargo Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central, Hongkong.

C. D. HARMAN,
Agent.

Hongkong, December 5, 1888. 2084

CANADIAN PACIFIC STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship *ABYSSINIA*, 3,651 Tons Register, G. A. LEE, Commander, will be despatched for VANCOUVER, B.C., via KOBE and YOKOHAMA, on THURSDAY, the 10th January, 1889, at 3 p.m.

To be followed by the S.S. *BATAVIA*, on the 7th February, and S.S. *PARTHA*, on the 7th March.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, Mex. \$100.00
To San Francisco ... 175.00
To all common points in Canada and the United States ... 230.00
To Liverpool ... 300.00
To London ... 305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Cargo Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central, Hongkong.

ADAMSON, BELL & Co.,
Agents.

Hongkong, December 13, 1888. 2104

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Fire Department.
Policies issued for long or short periods at current rates.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, October 19, 1888. 1760

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.
Hongkong, July 15, 1887. 1840

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are authorized to insure against FIRE at Current Rates.

GILLMAN & Co.
Hongkong, January 1, 1882. 14

SAILOR'S HOME.

ANY Out-of-Clothing, Books, or Papers will be thankfully received at the SAILOR'S HOME, West Point, Hongkong, July 20, 1887.

Merchant Vessels in Hongkong Harbour.

Exclusion of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour H.

Shipping or midway between each shore are marked A., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Poddar's Wharf.
6. From Poddar's Wharf to the Naval Yard.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers						
Abyssinia	Brit. str.	3651	Dec. 12	Adamson, Bell & Co.	Holloway, &c.	To-morrow
Alvine	Ger. str.	400	Dec. 12	Wiel & Co.	San Francisco	19th inst.
Apennine	Brit. str.	1340	Dec. 12	Wiel & Co.	San Francisco	19th inst.
Arabia	Brit. str.	4378	Dec. 12	Wiel & Co.	San Francisco	19th inst.
Camorta	Brit. str.	1255	Dec. 12	Jardine, Matheson & Co.	Quarry Bay	To-morrow
Ching	Brit. str.	448	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Chow-chow-foo	Ger. str.	795	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Crusader	Brit. str.	448	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Dowagong	Brit. str.	1057	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Diamond	Brit. str.	1030	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Doris	Ger. str.	771	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Dunbar	Brit. str.	427	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Guthrie	Brit. str.	1700	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Malta	Ger. str.	330	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Namoa	Ger. str.	826	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Norden	Norw. str.	1367	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Phra Chula Chom Klao	Brit. str.	1011	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Pilot Fish	Brit. str.	249	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Star	Brit. str.	1416	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Taichow	Brit. str.	882	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Taiyang	Brit. str.	1505	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Tatort	Brit. str.	1587	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Thalco	Brit. str.	819	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Thyra	Brit. str.	684	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Triumph	Brit. str.	374	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Victoria	Brit. str.	1530	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Zafiro	Brit. str.	675	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Sailing Vessels						
Altair	Brit. str.	796	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Arcadia	Brit. str.	417	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Aron	Brit. str.	634	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Augusta	Brit. str.	473	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
H. G. Johnson	Brit. str.	1027	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Mercur	Brit. str.	423	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Norway	Brit. str.	1465	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Tarapaca	Brit. str.	492	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Velocity	Brit. str.	491	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
Wakfield	Brit. str.	842	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow
William Manson	Brit. str.	365	Dec. 12	Wiel & Co.	Quarry Bay	To-morrow

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Alacritas	despatch-vessel	1700	4	3180	Com. R. Blair Macdonochie	Chelmulpo
Cockchafer	gunboat 2nd class	455	4	470	Lieut. Com. Everard Maxwell	Northwang
Constance	gunboat 3rd class	2380	14	2380	Capt. L. O. Koppel	Yokohama
Cordelia	gunboat 3rd class	2380	10	2420	Captain Henry H. Reynolds	Yokohama
Sak	g-b. 3rd class coast defence	863	3	340		In reserve
Rapour	gunboat 2nd class	465	4	470	Lieut. Com. Reginald Y. Smith	Amoy
Firebrand	gunboat 2nd class	455	4	460	Lieut. Com. Denison	Hongkong
Heroine	cruiser 3rd class	1420	8	1130	Captain Chas. J. Balfour	Shanghai
Impetuous*	twin-screw battle ship	8400	10	10000	Captain William H. May	Hongkong
Leander	gunboat 2nd class	4300	10	5500	Captain M. J. Dunlop	Hongkong
Lilnet	gun-veese 2nd class	756	6	1050	Commander W. Marnack	Hongkong
Merlin	gunboat 2nd class	430	4	430	Lieut. Com. W. M. Maturin	Hongkong
Mutine	sloop	1130	10	1120	Commander J. H. Martin	Shanghai
Orion	{ twin-screw battle*ship 2nd class armored }	4870	4	4040	Captain Hy. J. Carr	Singapore
Porpoise	cruiser	1730	6	3500	Commander R. W. White	Hongkong
Rambler	surveying vessel	830	8	690	Commander W. U. Moore	Shanghai
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. W. Maitland Douglas	Hongkong
Sapphire	cruiser 3rd class	1970	12	3360	Captain W. O. Karlake	Singapore
Satellite.	cruiser 3rd class	1420	8	1400	Captain T. P. W. Neahan	Hongkong
Solent	torpedo mining launch	160	5	1010	Com. Richard Bingham	Sandakan
Swift	gun-vessel 2nd class	756	6	1010		In reserve
Torpedo Boat No. 35	—	95	—	—	—	In reserve
Torpedo Boat No. 36	—	95	—	—	—	In reserve
Tweed	g-b. 3rd class coast defence	—	3	—	—	In reserve
Victor Emanuel	receiving ship	5157	14	—	Commodore Maxwell, A.D.C.	Hongkong
Wanderer	sloop	925	4	750	Commander Geo. A. Giffard	Singapore
Wivern	coast defence ship, armored	2750	4	1450		Hongkong